

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION



FY2002 Budget In Brief



U.S. Department of Transportation
**National Highway Traffic Safety
Administration**

NHTSA
People Saving People
www.nhtsa.dot.gov

**NATIONAL
HIGHWAY TRAFFIC
SAFETY ADMINISTRATION**

BUDGET IN BRIEF

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For a detailed presentation and explanation of NHTSA's FY 2002 Budget Request, refer to Budget Estimates Fiscal Year 2002, NHTSA: Submission to the Committees on Appropriations.

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A Statement from the Executive Director

The ultimate mission of the U.S. Department of Transportation is to improve overall safety in the various modes that contribute to the nation's private and commercial transportation capability. The FY 2002 budget request of \$419 million for the National Highway Traffic Safety Administration (NHTSA) will permit the agency to continue mounting a balanced program of human and vehicular safety initiatives to reduce the major public health problem of death and injury from highway crashes. Over 41,000 people are killed on our roads each year, and over 3 million are injured. The economic loss to the country exceeds \$150 billion a year.

We have witnessed substantial progress in reducing this tragic toll, and the program supported by the FY 2002 budget request is designed to continue these improvements. The number of highway fatalities in recent years has been held relatively flat, despite a significantly rising number of vehicles being driven more miles on our roads. However, in 2000 we saw a slight reversal of that trend, where the preliminary number of fatalities increased while the preliminary number of vehicle miles traveled remained essentially flat.

In FY 2002, implementation of the recently enacted Transportation Recall Enhancement, Accountability and Documentation (TREAD) Act will be high on NHTSA's agenda. Enacted by Congress in the wake of the Firestone tire investigation, this new law requires issuance of several rulemaking actions to update the tire safety standard; develop dynamic rollover tests; and improve the safety of child restraints. It provides stronger penalties, longer safety recall periods, enhanced enforcement and increased funds to support these actions. TREAD also provides authority to learn more about safety problems in foreign countries, before they occur in the U.S.

NHTSA will continue to work with industry and safety organizations to improve both the crashworthiness of passenger and commercial vehicles, and their crash avoidance capability. FY 2002 initiatives will include improved roof crush, vehicle crash compatibility, advanced braking, child restraints and head protection. Our program also supports international harmonization encompassing coordinated research and safety regulatory initiatives. Work of special interest includes vehicle rollover propensity and information on vehicles adapted for the disabled population. We will expand the New Car Assessment Program to provide the public with frontal and side impact test results, and to

implement a rating program designed to give consumers information on vehicle resistance to rolling over in a single vehicle crash.

A major area of NHTSA's FY 2002 program will incorporate successful strategies to address the human factors dimension of traffic safety. Key among our concerns will be impaired driver deterrence and greater use of seat belts and correct placement of children and infants in appropriate safety restraints. In cooperation with our partners in the states and local communities, we will develop and test counter-measures for traffic enforcement, deterrence of aggressive driving and excessive speeding, and other unsafe driving behaviors. Effective methods of public information and education will be critical to successful work with our safety partners and stakeholders. Important initiatives will also be undertaken in the areas of emergency medical system education, safe operation around school buses, national occupant protection usage surveys, and distracted and inattentive driving.

The budget request will fund research and development actions to enhance the effectiveness of both behavioral and vehicular safety measures. Research will be undertaken to improve both crashworthiness and crash avoidance, and to gain a better understanding of how crash injury occurs and actions we can undertake to ameliorate their effects. Funding for the National Center for Statistics and Analysis will allow us to continue to manage world-class crash and injury information systems that support both public and private sector safety work.

The FY 2002 program includes performance-based highway safety grants that we provide to every state, territory and the Indian Nations. These grants are designed to help states improve their work on the leading national problems. Included are basic highway safety grants under Section 402, as well as incentive programs to encourage occupant protection, child passenger safety, impaired driver programs and improvements in safety data systems.

We are encouraged by the improvements we see in traffic safety, and the program to be supported by the FY 2002 request is designed to keep this trend moving forward in order to reduce the national tragedy of traffic crashes.



L. Robert Shelton

Overview

SUMMARY OF AUTHORIZING LEGISLATION

The National Highway Traffic Safety Administration (NHTSA) was established as a separate organization within the Department of Transportation (DOT) in March 1970 to administer the Department's motor vehicle and highway safety programs. NHTSA succeeded the Department's Federal Highway Administration's National Highway Safety Bureau, which originally was charged with administering these programs.

On June 9, 1998, the Transportation Equity Act for the 21st Century (TEA-21) (Pub. L. 105-178) reauthorized all of NHTSA's motor vehicle and highway safety programs and created several new highway safety incentive grant programs that NHTSA administers.

On November 1, 2000, the Transportation Recall Enhancement, Accountability, and Documentation (TREAD) Act (Pub. L. 106-414), was enacted. The TREAD Act requires NHTSA to undertake more than a dozen rulemaking actions within the next two years in the areas of tire safety standards, rollover propensity, and improving child safety.

As amended, the NHTSA statutes are as follows:

Motor Vehicle Safety (chapter 301 of title 49, U.S. Code), provides for the establishment and enforcement of safety standards and regulations for the manufacture of new motor vehicles and motor vehicle equipment, together with supporting research.

Motor Vehicle Information and Cost Savings (part C of subtitle VI of title 49, U.S. Code), provides for the establishment of low-speed bumper protection standards, consumer information activities, odometer regulations, fuel economy standards, and motor vehicle theft prevention standards.

Highway Safety (chapter 4 of title 23, U.S. Code), provides for coordinated national highway safety grant programs carried out by the states and local communities (Section 402), supported by research and development programs (Section 403). Highway safety incentive grant programs are provided to encourage the states to enhance the effectiveness of: (1) occupant protection programs and laws (Section 405); (2) alcohol-impaired driving counter-measures and laws (Section 410); and (3) highway safety data improvement programs (Section 411).

National Driver Register (chapter 303 of title 49 U.S. Code), provides for the operation of the National Driver Register (NDR), which facilitates the interstate transfer of driver licensing information concerning problem drivers whose licenses to drive have been suspended or revoked for cause.

NHTSA STRATEGIC PLAN Promoting Safe Passage into the 21st Century

Over the past 30 years, NHTSA developed and implemented strategies that proved successful in reducing traffic fatalities and injuries. Recently, changing environmental conditions have resulted in flattened traffic death and injury trends. Nonetheless, NHTSA is committed to a goal of reducing fatalities and injuries 20 percent by the year 2008 (1996 baseline). To achieve this aggressive goal, the agency faces the challenge of identifying new approaches for reducing fatalities and injuries.

NHTSA HAS TWO STRATEGIES FOR ACHIEVING THE YEAR 2008 GOAL:

- Identify new approaches in the behavioral, vehicular, and program delivery areas.
- Identify and correct operational impediments preventing NHTSA from implementing the new approaches.

The NHTSA strategic plan describes activities for implementing these strategies in the following areas:

- **Safety:** Vehicular and behavioral safety problems are defined, and NHTSA's strategies for solving them are identified. For NHTSA to achieve the year 2008 goals, these strategies must be successful. The problems and strategies are organized according to the Haddon Matrix, which is composed of three phases (in time) of the crash (pre-crash, crash, and post-crash), organized by the three areas of activity (human, vehicle, and environment) that can influence the outcome in each of the phases.
- **Mobility, Economic Growth and Trade, Human and Natural Environment:** Problems and strategies related to these DOT non-safety goals are discussed in NHTSA's plan as well. Although NHTSA's primary focus is safety, solutions to the safety problems will produce secondary outcomes that directly contribute to DOT's non-safety goals.
- **Program Delivery:** NHTSA's strategies for delivering its products and services are discussed in this area. Cost-effective program delivery strategies are increasingly important as NHTSA seeks to meet expanding and challenging safety responsibility.
- **Corporate Management Strategies:** This section identifies key operational areas that will enable NHTSA management to continue the agency's orderly transition to a modern, more effective organization.

Overview

The FY 2002 Budget Request reflects the priority placed on highway safety programs by the Secretary and the Administration. Motor vehicle crashes account for 94 percent of the deaths and 99 percent of the injuries in U.S. transportation. The funding levels below include staffing, administrative, and program costs.

NHTSA HISTORICAL FUNDING (Dollars in Thousands)

PROGRAMS	FY 2000 Enacted	FY2001 Enacted	FY2002 Request	+/- 01/02
Safety Performance Standards	\$13,908	\$17,949	\$18,941	+\$992
Safety Assurance	\$20,509	\$30,440	\$30,917	+\$477
Highway Safety	\$47,613	\$54,982	\$56,483	+\$1,501
Research and Analysis	\$63,628	\$71,926	\$73,284	+\$1,358
General Administration	\$10,128	\$10,475	\$11,257	+\$782
Office of the Administrator	\$4,286	\$4,684	\$5,118	+\$434
Subtotal, Operations and Research	\$160,072	\$190,456	\$196,000	+\$5,544
Section 402 State and Community Grants	\$152,800	\$154,659	\$160,000	+\$5,341
Section 410 Alcohol Driving Countermeasures Grants	\$36,000	\$35,921	\$38,000	+\$2,079
Section 405 Occupant Protection Incentive Grants	\$10,000	\$12,971	\$15,000	+\$2,029
Section 2003(b) Child Passenger Protection Education Grants*	[\$7,500]	[\$7,500]	\$0	\$0
Section 411 Safety Data	\$8,000	\$8,980	\$10,000	+\$1,020
National Driver Register**	[\$2,000]	[\$2,000]	[\$2,000]	\$0
Subtotal, Highway Safety Grants	\$206,800	\$212,531	\$223,000	+\$10,469
Total	\$366,872	\$402,987	\$419,000	+\$16,013

* Transferred from FHWA

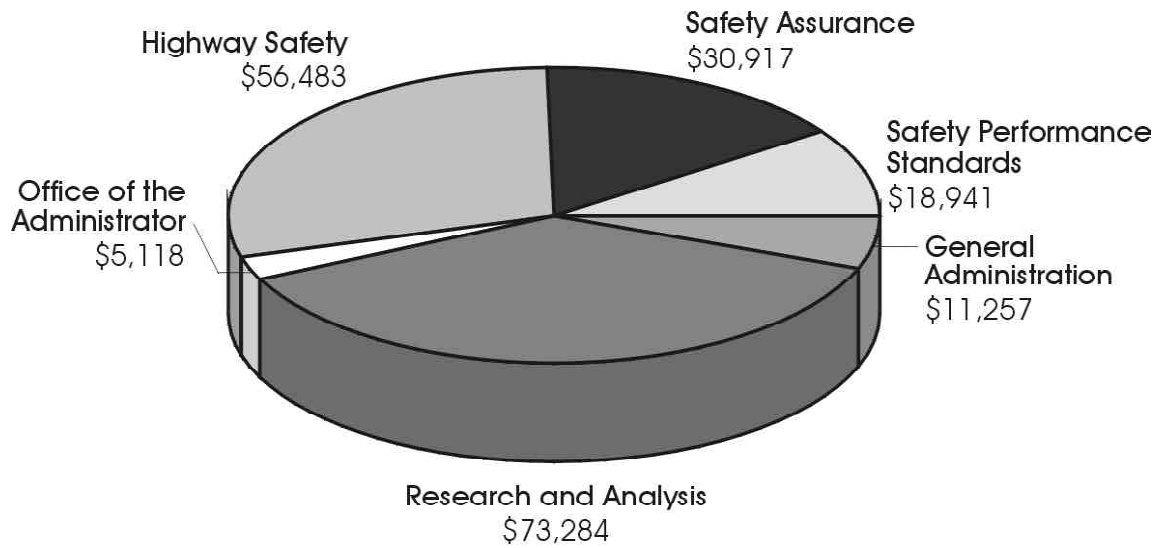
** NDR funding is included in the Highway Safety program.

Overview

TOTAL FY 2002 NHTSA REQUEST: \$419,000

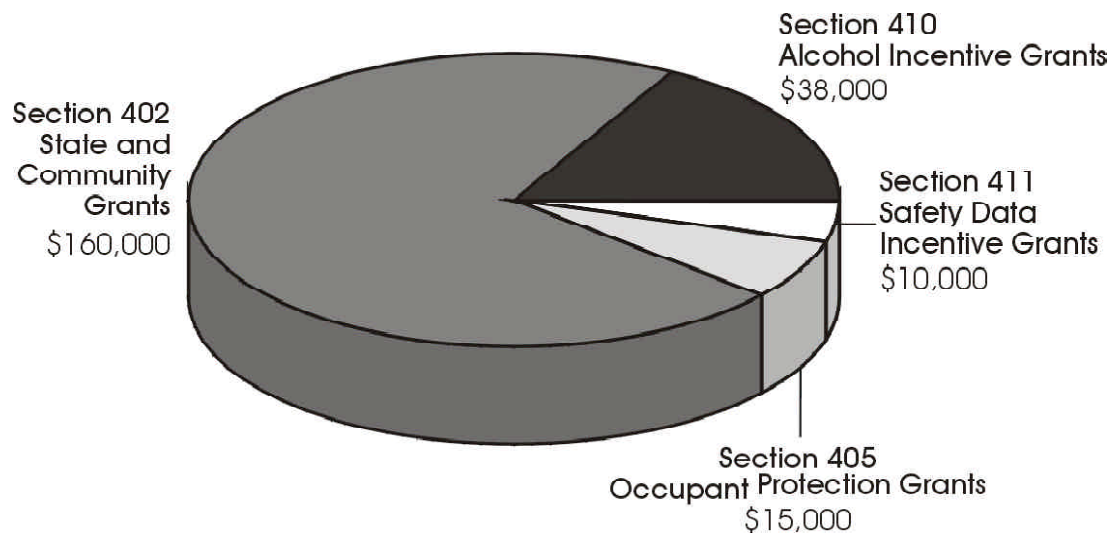
Dollars in Thousands

Operations and Research



FY 2002 TOTAL REQUEST: \$196,000

Highway Traffic Safety Grants



FY 2002 TOTAL REQUEST: \$223,000

Program_____

SAFETY PERFORMANCE STANDARDS

There are four programs in Safety Performance Standards. The *Safety Standards Support Program* conducts tests, gathers data, and conducts analyses in support of regulatory and non-regulatory alternatives to increase motor vehicle safety. The *New Car Assessment Program* (NCAP) conducts tests to evaluate the comparative crashworthiness and crash avoidance characteristics of passenger vehicles and to motivate vehicle manufacturers to provide higher levels of occupant protection by using market forces. The *Fuel Economy Program* monitors manufacturer progress in achieving established passenger automobile and light truck fuel economy standards and sets annual standards for light trucks as prescribed by law. The *Theft Prevention Program* establishes standards to reduce the number of motor vehicle thefts and provides information to the public on theft and recovery of passenger cars and light trucks.

SAFETY PERFORMANCE STANDARDS PROGRAM CONTRACT PROGRAM SUMMARY (Dollars in Thousands)

PROGRAMS	FY 2000 Enacted	FY 2001 Enacted	FY 2002 Request	+/- 01/02
Safety Standards Support	\$708	\$1,700	\$2,000	+\$300
New Car Assessment Program	\$2,691	\$5,531	\$5,231	-\$300
Fuel Economy Program	\$0	\$60	\$60	\$0
Theft and Other Programs	\$30	\$50	\$50	\$0
Total	\$3,429	\$7,341	\$7,341	\$0

Program

FY 2002 HIGHLIGHTS

SAFETY STANDARDS SUPPORT

- Provide testing and analytical support for meeting the requirements of the Transportation Recall Enhancement, Accountability, and Documentation (TREAD) Act, including the light vehicle tire standard upgrade and costs of the upgrade, and enhanced crash protection for children in child restraint systems.
- Perform tests to upgrade light vehicle and heavy truck braking standards, to accommodate new technologies and for harmonization with global standards.
- Collect non-crash data for such problems as trunk entrapment solutions and power windows, and adapted vehicle data for problem size and safety solutions.
- Conduct performance demonstration tests for the development of headlighting performance information for consumers.
- Assess upgrading crashworthiness standards for advanced frontal crash protection systems, head restraints, offset frontal crash protection and crash test dummies, and a strengthened seat back standard.
- Continue to assess the safety performance of newly developed school bus restraint systems and perform cost analysis on these systems.

NEW CAR ASSESSMENT PROGRAM

- Provide frontal and side impact test ratings covering 75 percent of new vehicles, based on approximately 100 passenger vehicle tests.
- Measure the static stability factor (rollover resistance) for approximately 100 vehicles.
- Support the TREAD requirement for a child restraint rating system by conducting five frontal and five side NCAP tests with 3-year-old dummies in child seats and perform feasibility work on the 3-year-old Hybrid III dummy specially designed for the lateral direction.
- Respond to the 1996 National Academy of Sciences report to expand the amount of vehicle safety information to the public, by performing developmental work on braking and headlighting performance tests.
- Conduct consumer information activities including research on the type of information most helpful to consumers and the best ways to present it; develop information for new campaigns and materials on high interest issues, such as rollover, tire safety, child safety and other emerging issues; expand the methods for disseminating the information to reach more people; and develop diversity initiatives and materials to better reach underserved populations.

FUEL ECONOMY

- Integrate the “plants and lines” database with information in other existing in-house databases to create a comprehensive CAFE data system; update and maintain the comprehensive database for use in future analyses. Participate in DOT Climate Change Center activities to assess transportation and environmental concerns.

THEFT PREVENTION PROGRAM

- Conduct data analysis activities to compile and publish insurer reports on theft and recovery of motor vehicles, comprehensive insurance coverage, and actions taken by insurers to reduce motor vehicle thefts.

Program

SAFETY ASSURANCE

There are currently three programs in Safety Assurance. The ***Vehicle Safety Compliance Program*** ensures that motor vehicles and motor vehicle equipment sold in the U.S. provide the safety benefits intended by federal safety standards. The ***Defects Investigation Program*** identifies and removes motor vehicles found to contain safety-related defects from the nation's highways. The ***Odometer Fraud Program*** enforces federal odometer fraud laws and regulations and encourages states to enforce their odometer laws aggressively.

SAFETY ASSURANCE PROGRAM CONTRACT PROGRAM SUMMARY (Dollars in Thousands)

PROGRAMS	FY 2000 Enacted	FY 2001 Enacted	FY 2002 Request	+/- 01/02
Vehicle Safety Compliance	\$5,000	\$6,974	\$6,974	\$0
Defects Investigation	\$2,663	\$7,579	\$7,940	+\$361
Auto Safety Hotline ¹	\$1,232	\$1,232	\$0	-\$1,232
Odometer Fraud	\$150	\$150	\$150	\$0
Total	\$9,045	\$15,935	\$15,064	-\$871

¹In FY 2002, the Auto Safety Hotline's operating costs are shown under Operating Expenses, while the outreach portion (\$361 thousand) is included in the Defects Investigation Program.

Program ---

FY 2002 HIGHLIGHTS

VEHICLE SAFETY COMPLIANCE

- Conduct full-scale crash testing of new motor vehicles, including: 20 tests for verification of compliance with the requirements of frontal occupant crash protection standards; 20 tests for verification of compliance with dynamic side impact standards; 10 tests for verification of compliance with the requirements of upper interior head protection standards using a head form; 20 tests for verification of compliance with fuel system integrity requirements; and 5 dynamic, side impact pole tests to assess the performance of new technology for head protection.
- Continue to test motor vehicle equipment, with emphasis on child restraint systems, to assure compliance with safety standard requirements.
- Continue efforts to purchase, assemble, and calibrate a new family of adult and child crash test dummies for measuring the enhanced dynamic performance requirements for advanced air bags.

DEFECTS INVESTIGATION

- Implement new initiatives required by the TREAD Act, which include implementation of a data warehouse that will include technological capabilities to satisfy the early warning requirements of the TREAD Act. The new data warehouse will allow for the forecasting of potential safety problems for decision-making by data and text mining to discover emerging safety trends, arming statisticians and analysts with automated tools to proactively identify potential safety issues and concerns that can be analyzed by automotive engineers/investigators.
- Strengthen the Defects Investigation Program, as a result of the TREAD Act, to include the following: additional screenings; petition analysis; investigations to include examination of complaint vehicles and equipment; site inspections of vehicle crashes; testing of vehicles and equipment; surveys of vehicle owners; and intensified recall management to ensure that the scope of each recall is appropriate and the remedy and completion rate are adequate.
- Reorganize functions to enhance the quality of the Office of Defects Investigation's processes and incorporate the additional staff to be added as a result of the TREAD Act.

ODOMETER FRAUD

- Initiate new cooperative agreements with two states to supplement NHTSA's Odometer Fraud Program with state law enforcement agents and award funding to two additional states to initiate or enhance their odometer fraud programs.

Program

HIGHWAY SAFETY

There are three program offices in Traffic Safety Programs (TSP). The ***Office of Traffic Injury Control Programs (OTICP)*** provides national leadership in planning and developing programs directed at preventing and reducing highway crashes and resulting deaths, injuries, and economic costs. OTICP develops, coordinates, and facilitates the execution of demonstration programs, program development, technology development, technical assistance and information transfer activities aimed at improving traffic injury programs throughout the country. The ***Office of Communications and Outreach (OCO)*** is responsible for the development, marketing, and promotion of public information campaigns and materials in support of TSP programs. OCO develops programs implemented with public and private sector organizations, other federal agencies, and elected officials in support of TSP's goals and objectives. This office also supports coalition-building activities at the national, state, and local levels. The ***Office of Research and Traffic Records (ORTR)*** conducts research, demonstration, and evaluation programs supporting traffic safety programs related to driver, passenger, pedestrian, and cyclist behavior. ORTR also develops, tests, and evaluates countermeasures aimed at reducing or eliminating unsafe actions and crash generating situations. The office also develops and coordinates a program of research and demonstration, and also technology and information transfer related to traffic records, driver licensing and driver education.

HIGHWAY SAFETY PROGRAM CONTRACT PROGRAM SUMMARY (Dollars in Thousands)

PROGRAMS	FY 2000 Enacted	FY 2001 Enacted	FY 2002 Request	+/- 01/02
Impaired Driving	\$9,292	\$9,817	\$9,817	\$ 0
Ped/Bicycle/Pupil Transportation	\$1,058	\$1,295	\$1,295	\$ 0
Motorcycle	\$414	\$661	\$661	\$ 0
Drugs, Driving and Youth	\$1,138	\$1,196	\$1,196	\$ 0
National Occupant Protection	\$9,742	\$10,953	\$10,953	\$ 0
Traffic Law Enforcement	\$2,036	\$2,192	\$2,192	\$ 0
Emergency Medical Services	\$1,425	\$2,245	\$2,245	\$ 0
Records and Licensing	\$2,296	\$2,591	\$2,591	\$ 0
Highway Safety Research	\$7,152	\$7,277	\$7,277	\$ 0
New/Emerging/TEA-21 Issues	\$1,000	\$1,196	\$1,196	\$ 0
Share the Road	\$0	\$500	\$500	\$ 0
NOPUS	\$850	\$600	\$600	\$ 0
National Driver Register	\$1,110	\$1,110	\$1,110	\$ 0
Total	\$37,513	\$41,633	\$41,633	\$ 0

Program

FY 2002 HIGHLIGHTS

IMPAIRED DRIVING PREVENTION

Alcohol-impaired driving prevention activities are driven by the goal to reduce alcohol-related fatalities to no more than 11,000 by 2005.

- Continue development and delivery of the five-year comprehensive public relations and enforcement campaign entitled *You Drink & Drive. You Lose.*
- Develop strong support for enforcement of impaired driving laws and for swift and severe sanctions for offenders.
- Support state legislative initiatives to reduce impaired driving such as 0.08 BAC, graduated licensing, and drivers' license and registration validation.
- Implement drug-impaired driving prevention recommendations from the *National Law Enforcement Summit on Drugs, Driving, and Youth* and the *MADD National Youth Summit*.

OCCUPANT PROTECTION

Occupant protection activities are guided by the goals of increasing national seat belt use to 90% by 2005 and reducing child-related fatalities by 25% by 2005.

- Implement incentive and innovative grant programs and promote "best practices" programs to states.
- Continue cooperative agreements with national organizations critical to the *Buckle Up America* campaign including special outreach efforts to high-risk populations.
- Conduct semiannual Operation ABC mobilizations; design and promote intensive enforcement programs to states through partnerships with enforcement organizations.
- Conduct research and collect nationally representative data on the use of occupant protection devices to guide development of occupant protection countermeasures.
- Forge relationships with industry and the private sector to promote the use of child passenger safety seats and to promote effective school bus occupant protection.

PEDESTRIAN, MOTORCYCLE, AND BICYCLE SAFETY

- Collaborate with the *Partnership for a Walkable America* and implement recommendations from the *National Action Plan for Child Pedestrian Safety*.
- Implement recommendations from the *National Agenda for Motorcycle Safety* and the *National Plan for Bicycle Safety* via collaboration with diverse organizations.

TRAFFIC LAW ENFORCEMENT

- Implement recommendations from *Traffic Safety in the Next Millenium: Law Enforcement Strategies* and build support for traffic safety in diverse communities.

EMERGENCY MEDICAL SERVICES

- Promote the *EMS Agenda for the Future* to care for motor vehicle crash victims.

HIGHWAY SAFETY RESEARCH

- Provide the scientific basis for NHTSA's national leadership in highway safety through studies of driver, passenger, and pedestrian and cyclist attitudes and behaviors, the circumstances and situations of crashes, and the most effective ways they can be reduced.
- Determine the causes of crashes, identify target populations, acquire the research for developing countermeasures, and evaluate the effectiveness of programs that will reduce traffic deaths, injuries, and associated costs.

EMERGING ISSUES

- Address emerging traffic safety issues such as older drivers, fatigue, distracted drivers and inattention, via public education initiatives.

TRAFFIC RECORDS, DRIVER LICENSING & DRIVER EDUCATION

- Improve the timeliness, accuracy, completeness, and accessibility of state traffic safety data.

NATIONAL DRIVER REGISTER

- Maintain an index of individuals whose licenses to operate motor vehicles have been suspended or who have been convicted of certain serious traffic offenses. State licensing officials and authorized users query the NDR to determine license eligibility.

Program

RESEARCH AND ANALYSIS

There are four major programs in Research and Analysis. The ***Crashworthiness Research Program*** promotes transportation safety through continuing research on vehicle safety, vehicle aggressivity and compatibility, and by improving occupant safety in crashes involving passenger cars, light trucks, and vans through developing advanced air bags and other crash countermeasures, human injury criteria, and using a family of dummies for safety performance evaluation. The ***Crash Avoidance Research Program*** focuses on passenger and commercial vehicle research including visibility, directional control and braking, and rollover stability. The program also includes use of advanced technologies under the Intelligent Vehicle Initiative (IVI) of the Department's Intelligent Transportation Systems (ITS) program. The agency also undertakes driver-vehicle safety research including human factors research to evaluate the safety potential and effectiveness of various collision avoidance countermeasures. The ***National Center for Statistics and Analysis*** operates high quality, large-scale vehicle crash databases that are used by both public and private sectors to support critical highway traffic safety, vehicle regulatory, and safety recall programs. The ***Vehicle Research and Test Center*** serves as NHTSA's in-house R&D test laboratory.

RESEARCH AND ANALYSIS PROGRAM CONTRACT PROGRAM SUMMARY (Dollars in Thousands)

PROGRAMS	FY 2000 Enacted	FY 2001 Enacted	FY 2002 Request	+/- 01/02
Crashworthiness	\$22,090	\$23,453	\$23,038	-\$415
Crash Avoidance	\$4,840	\$11,214	\$10,990	-\$224
National Center for Statistics and Analysis	\$21,021	\$21,721	\$22,320	+\$599
Vehicle Research and Test Center	\$950	\$950	\$990	+\$40
Total	\$48,901	\$57,338	\$57,338	\$0

FY 2002 HIGHLIGHTS

CRASHWORTHINESS RESEARCH

- Conduct research in support of upgrading safety standards for frontal crash protection, side impact protection, roof crush protection, ejection prevention, fuel system integrity, and child safety.
- Develop test devices and test procedures suitable for compliance testing of the standards above.
- Conduct research to address the issue of vehicle compatibility by analyzing the crash data and the fleet characteristics to define the safety problem, by developing suitable countermeasures to address the problems and by testing and evaluating the effectiveness of countermeasures developed.

NATIONAL TRANSPORTATION BIOMECHANICS RESEARCH CENTER

- Conduct research to develop suitable injury criteria for upgrades of existing safety standards or any future standards in frontal crash protection, side crash protection, rollover protection, and improved child safety.
- Collect and analyze human injury data by conducting in-depth investigations of vehicle crashes and develop injury measures and correlate them to the risk of injury in crashes.
- Develop, test and evaluate a family of dummies for safety evaluations of vehicles and federalize them for incorporation into safety regulations.

CRASH AVOIDANCE RESEARCH

- Conduct analyses of crash data with the objective of identifying causal factors and for the development of suitable countermeasures for crash prevention.
- Conduct research in support of upgrading standards to improve vehicle braking, directional and rollover stability, tires, and vehicle lighting and signaling.
- Conduct driver-vehicle safety research related to driving performance, driver work load demands, driver distraction issues, the safety impact of in-vehicle devices on safe driving, and driver behavioral research including driver alertness, driver distraction, and driver work load management.
- Conduct research into the measurement of driver cognitive distraction while using a variety of in-vehicle technologies and determine the consequences for driver behavior and performance.
- Conduct research using intelligent technologies (such as pre-crash sensors, and sensors for proximity and relative speed for crash prevention) to develop countermeasures for enhancing crash avoidance capabilities of light and heavy vehicles.

NATIONAL CENTER FOR STATISTICS AND ANALYSIS

- Collect data related to fatalities and injuries in vehicle crashes and analyze vital information related to automobile crashes, occupant injuries and injury mechanism, especially as they relate to newly introduced technologies, such as advanced occupant restraint systems to minimize risks to out-of-position and small statured occupants, and identify crash causal factors.
- Collect data used extensively by other parts of NHTSA to develop overall policies and priorities, target risk reduction programs, shape and support regulations, and investigate defects.
- Use Crash Outcome Data Evaluation Systems (CODES) grants to link crash and health care data to study crash outcomes.
- Use the latest technologies to improve the efficiency in data collection and to improve the quality and quantity of data collected.
- Maintain a national network of analysts and crash investigators, which allows NHTSA to mount special studies quickly and cost-effectively.
- Collect, analyze, and report on all of the metrics used to track NHTSA's performance under GPRA.

Program

GENERAL ADMINISTRATION

There are three programs in General Administration. The ***Program Evaluation Program*** determines the effectiveness of vehicle regulations and highway safety programs. The ***Strategic Planning Program*** develops, updates, and publishes the agency's Strategic Plan and studies of emerging problems as a basis for setting agency policy, in addition to providing a wide range of planning support to agency programs. The ***Economic Analysis Program*** develops methods to quantify the economic consequences of motor vehicle injuries in forms suitable for agency use in problem identification and evaluation, regulatory analysis, priority setting, and policy analysis.

GENERAL ADMINISTRATION PROGRAM CONTRACT PROGRAM SUMMARY (Dollars in Thousands)

PROGRAMS	FY 2000 Enacted	FY 2001 Enacted	FY 2002 Request	+/- 01/02
Program Evaluation	\$468	\$468	\$468	\$0
Strategic Planning	\$90	\$89	\$89	\$0
Economic Analysis	\$87	\$86	\$86	\$0
Total	\$645	\$643	\$643	\$0

FY 2002 HIGHLIGHTS

PROGRAM EVALUATION

Evaluations provide objective quantitative information to aid in making decisions on present and future rulemakings and programs. This information helps to determine if the objectives of regulations and programs are being achieved, and if not, the information can help identify changes in the rule or program that may result in the achievement of the intended goals and objectives. To determine the cost effectiveness of regulations, as called for in Executive Order 12866, cost studies of motor vehicle equipment are performed. The following activities in FY 2002 contribute to the evaluation of regulations and programs:

- Continue to measure the effects of changes to improve air bag technology and reduce their risks to children and other occupants.
- Continue to analyze the effectiveness of the antilock brake systems in reducing crashes of heavy trucks, and survey truck fleets to learn about the maintenance costs and durability of these systems.
- Evaluate the effectiveness of rear-impact guards for truck trailers in reducing harm to passenger vehicles that collide with the trailers.
- Evaluate the head injury protection upgrade (FMVSS 201), including performance testing of baseline, pre-standard vehicles and cost analyses of upper-interior air bags.
- Continue the evaluation of side impact protection upgrade (FMVSS 214), including a cost analysis of side air bags.

STRATEGIC PLANNING

The role of Strategic Planning within NHTSA is to help set organizational direction, provide agency leadership in cross-cutting program planning, and lead the agency in organizational improvement initiatives. For FY 2002, Strategic Planning objectives are:

- Quantify the effects of external factors on NHTSA's programs and the ability of agency programs to meet safety goals.
- Serve as the agency lead for coordinating and developing plans to support agency initiatives requiring total agency participation.
- Study, recommend, and implement organizational improvement activities to improve agency efficiency.

ECONOMIC ANALYSIS

- Research and develop methods for quantifying economic and societal injury outcomes.
- Update and publish a report on the overall societal burden resulting from motor vehicle crash injuries.
- Complete the development of a version of the Functional Capacity Index that focuses on the injuries to older persons.

Program

HIGHWAY TRAFFIC SAFETY GRANTS

The Transportation Equity Act for the 21st Century (TEA-21) authorized funding for numerous highway safety grant programs for the states in FY 2002, including the following programs under the National Highway Traffic Safety Administration: the ***Section 402 State and Community Grant Program*** provides for a coordinated national highway safety program. All states, the District of Columbia, the Commonwealth of Puerto Rico, the Trust Territories, and Indian Nations are provided with formula grants to encourage and facilitate implementation of effective programs to improve highway safety. The ***Section 405 Occupant Protection Incentive Grant Program*** awards grants to states that adopt or demonstrate specific laws and programs, such as primary safety belt use laws and special traffic enforcement programs, to increase seat belt and child safety seat use. The ***Section 410 Alcohol-Impaired Driving Incentive Grant Program*** encourages states to enact stiffer laws and implement stronger programs to detect and remove impaired drivers from the roads. The ***Section 411 State Highway Safety Data Improvements Incentive Grant Program*** encourages states to take effective actions to improve the timeliness, accuracy, completeness, uniformity, and accessibility of their highway safety data.

HIGHWAY TRAFFIC SAFETY GRANTS PROGRAM SUMMARY (Dollars in Thousands)

PROGRAMS	FY 2000 Enacted	FY 2001 Enacted	FY 2002 Request	+/- 01/02
Section 402 State and Community Formula Grant Program	\$152,800	\$154,659	\$160,000	+\$5,341
Section 405 Occupant Protection Incentive Grant Program	\$10,000	\$12,971	\$15,000	+\$2,029
Section 410 Alcohol-Impaired Driving Incentive Grant Program	\$36,000	\$35,921	\$38,000	+\$2,079
Section 411 State Highway Safety Data Improvements	\$8,000	\$8,980	\$10,000	+\$1,020
Total	\$206,800	\$212,531	\$223,000	+\$10,469

FY 2002 HIGHLIGHTS

SECTION 402 STATE AND COMMUNITY GRANTS

- Provide formula grants to support performance-based highway safety programs in every state, territory, and the Indian Nations for the purpose of reducing highway crashes, deaths, and injuries.
- Support programs, developed and managed by the states, to address their highway safety goals, performance measures, and strategic plans.
- Support national priority programs, such as encouraging proper use of occupant protection devices; reducing alcohol and drug-impaired driving; reducing motorcycle crashes; improving police traffic services; improving emergency medical services and trauma care systems; increasing pedestrian and bicyclist safety; improving traffic record systems; and improving roadway safety.

SECTION 405 OCCUPANT PROTECTION INCENTIVE GRANTS

- Provide grants that will encourage states to pass stronger laws and implement effective measures to increase safety belt and child safety seat use, such as passing primary enforcement laws; minimum fines or penalty points for seat belt and child protection law violations; and stepped-up police enforcement of occupant protection laws.

SECTION 410 ALCOHOL-IMPAIRED DRIVING INCENTIVE GRANTS

- Provide grants that will encourage states to pass stronger laws and implement effective measures to reduce safety problems stemming from driving while impaired by alcohol, such as administrative driver license actions within stated time frames; graduated licensing systems; and young adult drinking and driving prevention programs. Supplemental grants are given for meeting additional criteria.

SECTION 411 STATE HIGHWAY SAFETY DATA IMPROVEMENTS INCENTIVE GRANTS

- Provide grants that will encourage states to implement effective programs to improve state data that is needed to identify priorities for national, state, and local highway safety programs, including a traffic records coordinating committee and a strategic plan.

OUTCOME MEASURES

From 1994 to 1996, the National Highway Traffic Safety Administration served as a pilot agency under the Government Performance and Results Act of 1993 (GPRA). The agency's FY 2002 Budget Request to Congress includes NHTSA's annual Performance Plan highlighting the outcome measures and their linkage to agency activities and programs. The plan ties directly to the goals and strategies outlined in both NHTSA's and the Department's Strategic Plans. Although a number of factors outside of NHTSA's control influence the severity of highway crashes and the resulting fatalities and injuries, there is documented evidence that federal vehicle and highway safety programs (in conjunction with the state, local, and private programs engendered in part by the federal initiatives) have been highly effective in reducing highway deaths and injuries.

Strategic Outcome Goal:

Reduce the number of highway-related fatalities and injuries by 20 percent by 2008.

The Number of Highway-Related Fatalities.

1999: 41,611

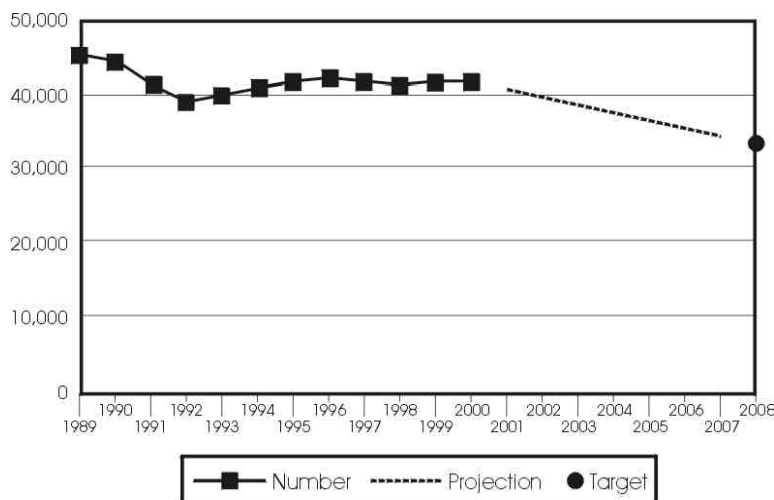
2000 Estimate: 41,800

2001 Target: Less than CY 2000

2002 Target: Less than CY 2001

2008 Target: 33,500

TREND: The total number of fatalities declined by 18 percent from the 51,093 peak in 1979. Vehicle miles traveled (VMT) increased by 75 percent in the same time period, indicating that Americans are driving more, but the fatality risk is lower.



The Number of Highway-Related Injuries.

1999: 3,236,000

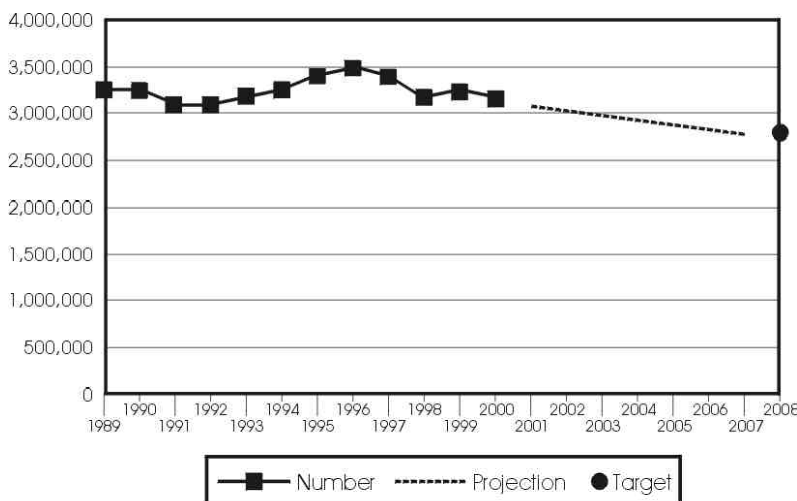
2000 Estimate: 3,200,000

2001 Target: Less than CY 2000

2002 Target: Less than CY 2001

2008 Target: 2,809,000

TREND: The rate of injuries has decreased 8 percent from a 1996 high of 3,511,000.



The Rate of Highway-Related Fatalities per 100 Million Vehicle Miles Traveled (VMT).

1999: 1.5

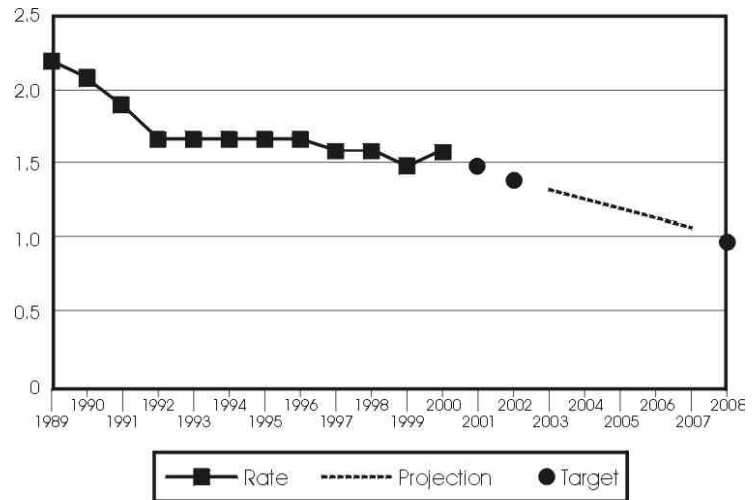
2000 Estimate: 1.6

2001 Target: 1.5

2002 Target: 1.4

2008 Target: 1.0

TREND: Since the inception of the federal program in 1966, there has been an overall decline in the fatality rate per 100 VMT, from 5.5 in 1966 to a record low of 1.5 in 1999. Preliminary data for 2000 show an increase in the rate to 1.6.



Number and Percent of Alcohol-Related Highway Fatalities.

1999: 15,786 (38%)

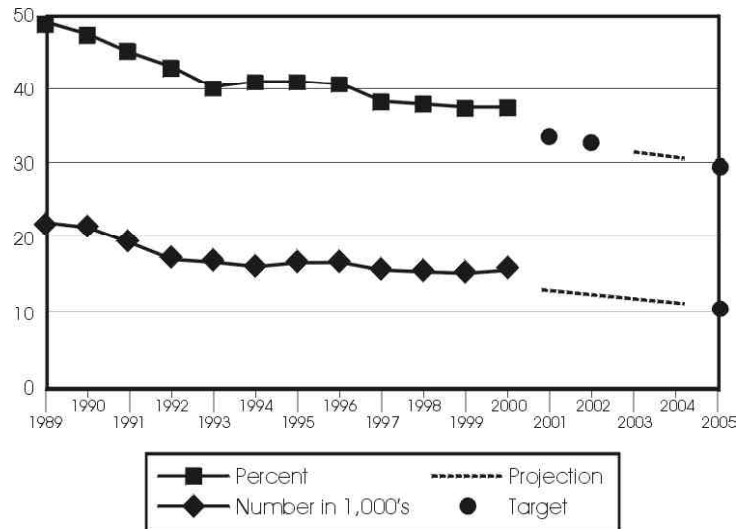
2000 Estimate: 16,068 (38%)

2001 Target: Less than CY 2000 (34%)

2002 Target: Less than CY 2001 (33%)

2005 Target: 11,000 (30%)

TREND: Alcohol involvement in fatal traffic crashes showed a steady decline since the early 1980's. Preliminary data for 2000 indicate that the alcohol-related fatalities remained at 38 percent.



The Percentage of Front Seat Occupants Using Seat Belts.

1999: 67 percent

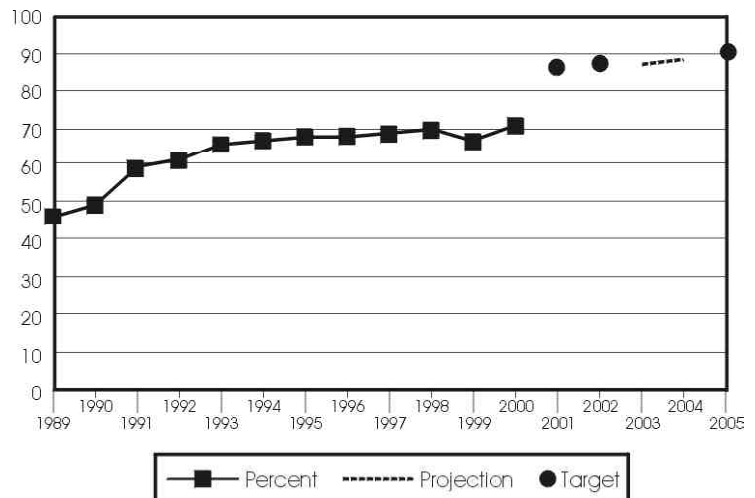
2000: 71 percent

2001 Target: 86 percent

2002 Target: 87 percent

2005 Target: 90 percent

TREND: Seat belt use increased in the 1980's, but remained below 50 percent as recently as 1990. Although seat belt use decreased to 67 percent in 1999, a recent 2000 survey estimated national seat belt use at 71 percent, a total increase of 4 percentage points from 1999.



**DISTRIBUTION OF NHTSA SECTION 402
HIGHWAY TRAFFIC SAFETY GRANT PROGRAMS**
(Dollars in Thousands)

	<u>Estimated Obligations</u>		<u>Estimated Obligations</u>
<u>STATE/TERRITORY</u>	<u>FY 2002 NHTSA</u>	<u>STATE/TERRITORY</u>	<u>FY 2002 NHTSA</u>
ALABAMA	\$2,640	NEBRASKA	\$1,548
ALASKA	760	NEVADA	857
AMERICAN SAMOA	380	NEW HAMPSHIRE	760
ARIZONA	2,107	NEW JERSEY	3,714
ARKANSAS	1,931	NEW MEXICO	1,216
CALIFORNIA	14,556	NEW YORK	8,912
COLORADO	2,229	NORTH CAROLINA	3,818
CONNECTICUT	1,630	NORTH DAKOTA	1,080
DELAWARE	760	N. MARIANAS	380
DISTRICT OF COLUMBIA	760	OHIO	5,821
FLORIDA	6,731	OKLAHOMA	2,417
GEORGIA	3,888	OREGON	1,862
GUAM	380	PENNSYLVANIA	6,301
HAWAII	760	PUERTO RICO	1,678
IDAHO	863	RHODE ISLAND	760
ILLINOIS	6,278	SEC. OF INTERIOR	1,140
INDIANA	3,291	SOUTH CAROLINA	2,125
IOWA	2,259	SOUTH DAKOTA	1,076
KANSAS	2,323	TENNESSEE	2,941
KENTUCKY	2,298	TEXAS	10,211
LOUISIANA	2,409	UTAH	1,137
MAINE	760	VERMONT	760
MARYLAND	2,372	VIRGIN ISLANDS	380
MASSACHUSETTS	2,958	VIRGINIA	3,357
MICHIGAN	5,192	WASHINGTON	2,872
MINNESOTA	3,135	WEST VIRGINIA	1,120
MISSISSIPPI	1,804	WISCONSIN	3,175
MISSOURI	3,374	WYOMING	760
MONTANA	994	UNDISTRIB: ADMIN. COSTS	8,000
		TOTAL	\$160,000

National Highway Traffic Safety Administration

